5 1947

'Suicide' Jones Out to Beat 'Bombshell'

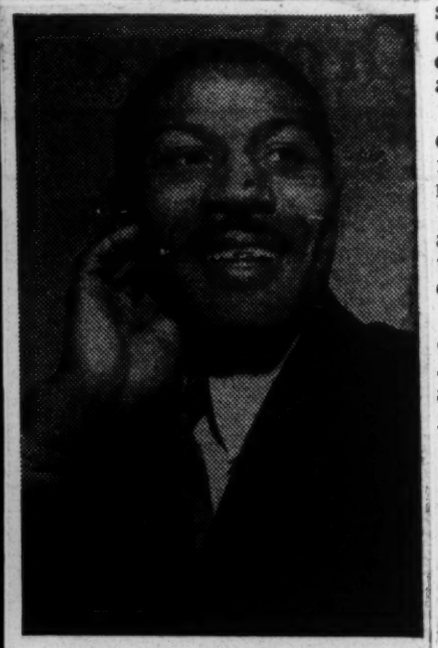
New York, N.Y.

Willie (Suicide) Jones is going to fly around the world. He's counting on "God and tail winds" to help him.

By this simple process, Willie expects to push his plane around the world faster than Milton Reynolds' *Bombshell* which made the same trip in 78 hours and 55½ minutes last month. The fact that his plane—a Lockheed Lodestar twin engine ship—is more than 100 miles an hour slower than the *Bombshell* makes no difference to Willie.

Jones announced his intentions at a press conference yesterday in the Harlem YMCA. He said his flight is being sponsored by the National Negro Day Committee to highlight National Negro Day on June 27. Jw 5-16-47

Willie got his nickname for making 360 parachute jumps and doing wing-walking stunts with some of the country's best stunt fliers including Wiley Post, Col. Roscoe Turner and others. He still holds the civilian record made in 1938 for jumping from a plane at 30,000



Willie (Suicide) Jones
No Ball Point Pens

feet and falling 28,668 feet before releasing his chute.

"This will be the first time a Negro ever attempted to make such a flight around the world," Jones said. "I know I'll have a tough job beating the record, but then I'm counting on God and tail winds to help me. Reynolds lost about 70 hours on the ground due to various troubles. I'm counting on better luck than that." Pa 5-16-47

Texas Flying Service Opened by Ex-Tuskegee Instructor

Afro-American
Baltimore, Md. Sat. 5-31-47

HOUSTON — (ANP) — Dedication of the Sky Ranch flying service here May 18 marked the opening of the South's lone colored-owned and operated airfield for training of civilians and ex-service men in the art of flying.

The speakers included the Rev. J. D. Moore, James A. Taylor, B. J. Strode and several aviators from Tuskegee. Invitational sky rides and stunt flying were witnessed by spectators from several States, with eight planes on the field.

The airport, located about 10 miles from here, occupies 75 acres of fine sandy loam land. It is jointly leased by Elton R. Thomas, Hulan E. White, and Ben Stevenson, all former Tuskegee airfield flight instructors and aircraft maintenance teachers.

Negro Flying Service Dedicated In Houston

The call Kansas City, Mo.
Fri. 5-30-47

By JOHN W. THOMPSON

HOUSTON, Texas — (ANP)— Dedication of the Sky Ranch Flying service here last Sunday marked the opening of the south's lone Negro-owned and operated airfield for training of civilian and ex-servicemen in the art of flying.

A large crowd witnessed the dedication ceremonies despite rainy weather. Persons from many states and cities as well as Tuskegee institute flew to the airfield and at one time during the ceremonies there were at least eight planes on the field.

Speakers on the program included: the Rev. J. D. Moore, James A. Taylor, B. J. Strode and several aviators from Tuskegee.

Following the program there were invitational sky rides and stunt flying.

Occupies Seventy-five Acres

The airport is located about 10 miles from the heart of the city and occupies 75 acres of fine sandy loam land. It is jointly leased by Elton R. Thomas, Hulan E. White and Ben Stevenson, all of whom were Tuskegee airfield flight instructors and aircraft maintenance teachers. These men materially aided in the training of the famed 99th pursuit squadrons, whose members made such glorious names for themselves during the last war.

Possessors of three planes, used to instruct the many vets who are enrolled, they value their plant and equipment at over $30,000. A larger hangar, able to house three large planes, has been erected and there is a newly built building for classrooms and storage space. They have several runways, the largest about 2,600 feet long, and it is capable of accommodating planes up to airliners. Fri. 6-30-47

Having secured their charter for the airport from the civilian aeronautic commission, they are qualified for commercial service and flight training. Hulan White is one of the few Negroes holding a certificate as aircraft maintenance inspector.

Planning to do commercial flying, go on sightseeing trips as well as train student flyers, they have calls and inquiries from white as well as Negro customers. Their first civilian graduate pilot was Dr. Charles E. White, local optometrist.

Planning While Training

Planning their future while training flyers at Tuskegee, when they were discharged from the army, each of the three searched the country over for a suitable place to locate their contemplated airfield. Making several trips to Texas, they finally hit on Houston as being best because of its climate. Houston flying weather is good at least 10 months of the year, they found out from flyers in the vicinity.

Starting some eight months ago, the men have made tremendous progress. Hampered in their search for a site at first by whites, they finally were introduced to an old rancher, Major Taylor, who owned many acres of land, both ranch and oil property. Enthused over their prospectus, Major Taylor leased them the 75 acres of land. Fri. 5-30-47

Whites Make Offers

The soil was ideal for their purpose as it would readily hold lightweight planes, the kind they intended using. Large tractors were worked day and night grading the land for months. The three men themselves did much of the work, all of them working the tractors and doing almost all the manual work. Their industriousness won the commendation of their white neighbors who at first did not believe Negroes could operate an airport. Now the whole section on which they have the field is for them.

Since completing their field and enrolling so many persons, they have had many offers from white people who want to cut in on the melon. Some have even offered to become partners. But as Thomas said, "We have struggled too hard to get this far to let any outsider come in on the gravy train."

Vets from all parts of the south and a few from the north have written in asking for details of their training program. Any one who was a discharged veteran from the last war is eligible for the training under the GI program

Defender Chicago, Ill.

THE FLYING NURSE—Miss Janet Harmon, R. N., president of the Chicago Graduate Nurses' Association, is shown as she boarded her own Piper Super Cruiser which she recently flew to the National Nurses' convention at Atlanta, Ga. Holder of a commercial pilot's rating, Miss Harmon planned to fly to several points in the South. She was to be a house guest at Albany, Ga., of Mrs. Pauline D. Hall, public health nurse, and was also to visit at Jacksonville, Fla., and Tuskegee, Ala. Sat. 5-24-47

GEORGIA CRASH

Touchy Plane Took Off, Flew Minus Pilot

Constitution
Atlanta, Ga.
Sat. Jun. 11-11-47

TUSKEGEE, Ala., Nov. 10—(AP) A small private plane got away from a student pilot who was starting it here Saturday and made a pilotless flight of about 60 miles before crashing near Fort Gaines, Ga., it was disclosed here Monday.

The incident was described by W. T. Nelson, Business Manager of the Tuskegee Aviation Corporation at Moton Field. He said it happened this way:

Arthur Howard, a Negro student flyer from Tuskegee, had his engine "choke up" in flight, causing him to bring the plane in for a landing. Leaving the throttle wide open, he climbed out and attempted to start the motor again for a warm-up.

It caught and with elevators trimmed fairly well for flight, the ship raced off, circled once after leaving the ground and headed off in a southeasterly direction.

C. A. Anderson, Manager of the airport, jumped in another plane and followed the pilotless ship until it crashed just across the Alabama line in Georgia.

Nelson said the plane was badly damaged and he didn't know whether or not it could be salvaged.